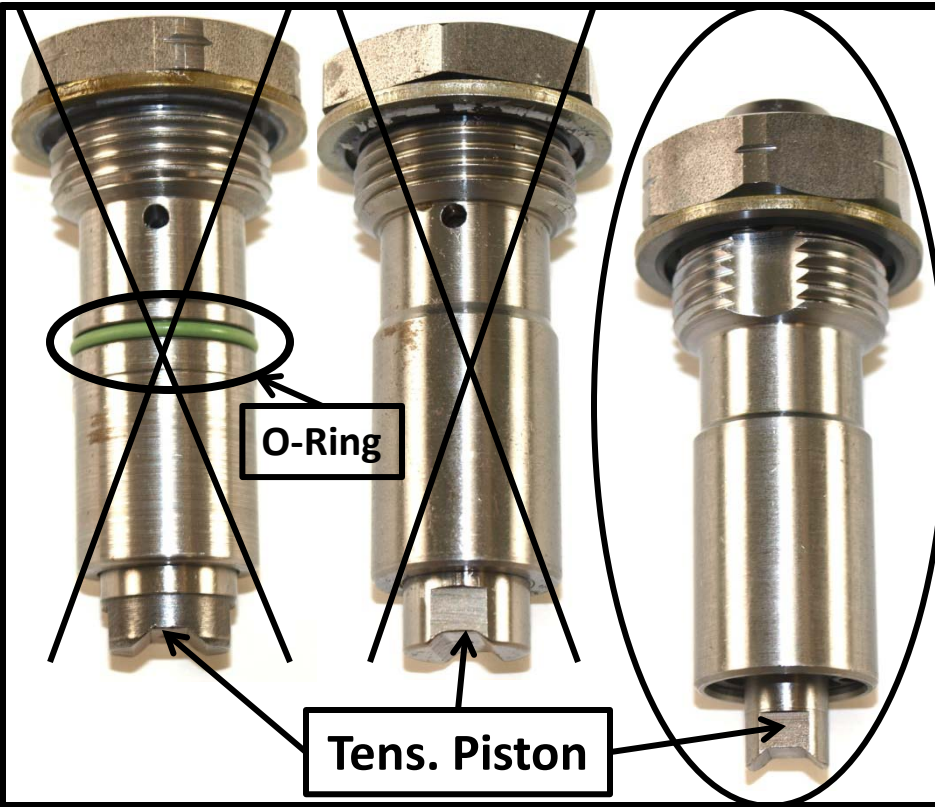


GM Ecotec 2.0L/2.2L/2.4L I-4 Primary Tensioner

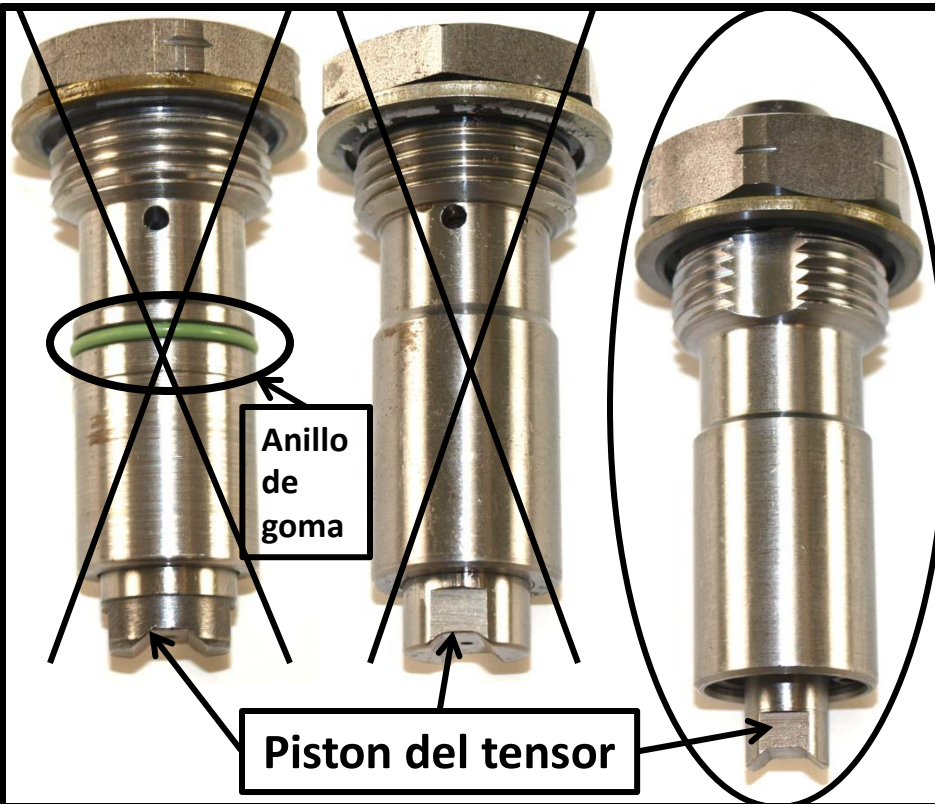


GM has had 3 different tensioner designs. The 1st design had a rubber O-ring, had a larger tensioner piston, and was a 2 piece design. The 2nd remained the same except had no O-ring. The 3rd supersedes all previous tensioners, has no O-ring, has a smaller tensioner piston, and is one piece. This tensioner is shipped and installed deactivated and cannot be deactivated without disassembly. Tensioner is deactivated when the tensioner piston moves freely back and forth. **Do not install activated.**

9-5374, 9-5481, 9-4201S, 9-4201SE, 9-4201SX

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GM Ecotec 2.0L/2.2L/2.4L I-4 Tensor Principal



GM ha tenido 3 diseños diferentes del tensor. El primer diseño tenía un anillo de goma, el pistón del tensor era más largo y era un diseño de 2 piezas. El segundo era igual, excepto que no tenía el anillo de goma. **El tercero reemplaza a todos los tensores anteriores**, no tiene anillo de goma, el pistón del tensor es más chico y es solo una pieza. El tensor es enviado e instalado desactivado, y no puede desactivarse sin desarmarlo. El tensor es activado cuando el pistón se mueve fácilmente. **No instale el tensor activado.**

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